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minute detail.

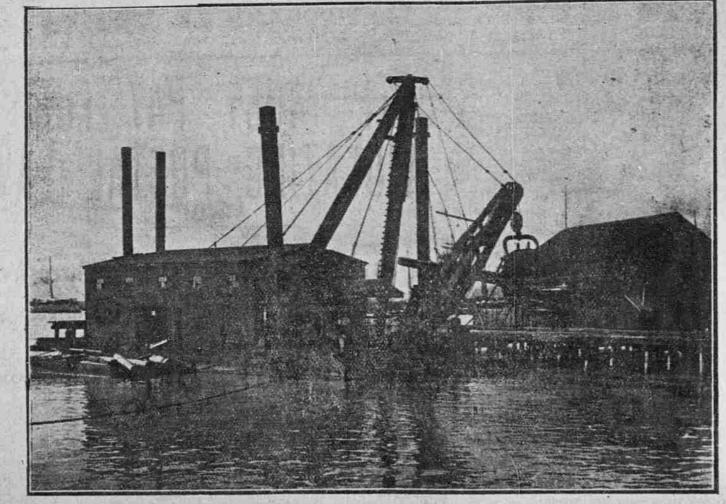
Manufacturing Optician, Boston Building, Fort Street, Over May & Co.

NOTARY and CORPORATION:



129 Hotel Street.

OF THE WATERFRONT.



(Advertiser Photo.)

Cotton Bros'. scoop dredge at work scraping the bottom of the new Bishop estate wharf just before the completion of dredging operations this week.

WORKS IN MUD AND CANNOT SEE

Hours at a Stretch and Labors.

"Yes, I believe that diver gets \$15 a day for his work down on the bottom the best dock property in Honolulu. of the dock, but he runs the risk of losing his life fifteen times for every dollar he receives," said a man on one of the new Bishop Estate wharves yesbest from a doctor's point of view- terday as he watched the bubbles com-

The water bubbles indicated where a diver was at work in thirty feet of water-or mud, for the tide rushing into the new dock kept the water black during the greater portion of the time. A small barge was moored near the Near the ladder which goes down into the water from the end of the barge sits a man with a rope in his hand. The diver signals his wants on this rope, and the man sitting there carries

The work being done by the diver is that of placing new copper sheathing remunerative. on the piles where it has been torn offthrough driving them into the coral. He has to do his work entirely by feeling, as it is impossible for him to see through the mud. When he wishes a piece of copper four inches square, or any other size, to cover a break in the sheathing he signals the size up by jerks on the rope. Then the copper is can be seen of his work above the all that can be heard is a dull thud when he hurls his hammer in the mud forty tons of coal on deck. and drives a nail "home" through the sheathing and piling.

The diver employed is one of the oldest in Honolulu. He is, of course, encased in divers' armor, but it is remarkable even then the length of time he is capable of staying under water at his work. Sometimes he only stays underneath the surface a couple of hours, but oftentimes he remains under the surface for six or seven hours. A rubber pipe leads from the barge pump to his armor, and through this the air is forced. It leaves the air-tight armor suit through a cap in the diver's helmet, and such force is used in sending the air through that he has new air to breathe about every second. After leaving the helmet the air goes into the water with such force that as it rises to the surface it stirs the water up to such an extent that one would imagine that a steamer's propeller was working down below instead of a man.

As every pile has to be carefully inwork in finishing the under portion of operations there. the wharves will occupy some time.

Cotton Brothers' big scoop dredger Special accuracy in adjustment. completed its work this week. All of the dredging machinery, with the exception of this one big dredge, has been Special efforts to please in every taken from the dock. The big dock has been dredged all over to a depth of thirty feet, and in some places it has been scooped out to a depth of nearly forty feet.

Work on the wharves is now proceeding at a rapid rate. The wharves

reclaimed flats of the Bishop estate back of the feed company's wareback of the feed company's wareand cures quickly. Benson, Smith & the only sea ghost I ever heard of be-

placed on this line and it is to be used | FOUND GHOST OF in transporting lumber to lumber | yards on the estate and goods to warehouses that may be erected there Cars will be loaded from the vessels as let Diver Stays Below for Several they are discharged at the wharf, and Yet Crew Were Almost Paralyzed all goods will be got out of the way immediately. The new dock has a lot of frontage, the wharves are wide, and the whole enterprise will be completed in such a manner as to make it about

COAL-PICKERS ON THE WATERFRON

One of the queer industries which is remarked along the waterfront is that of "coal picking." On days when coal its own undoing. vessels are discharging at the wharves along the Esplanade or at the Naval son, "I was in a sailors' boarding docks, when the carts filled with the black diamonds jolt along to the scales and thence to the big coal piles, numbubbles, and on this two men were on the streets with gunny sacks in about the job, they told me not to take busily grinding away at the pumps their hands. They keep close watch of it as the shin was haunted. At any which supplied the diver with air. the passing coal carts, and when a rough piece of road bumps a few lumps of coal off the wagon to the and throw them into the wide-mouthed couple of days out, we heard noises during the day, and, judging by the decks. It sounded like some one holcompetition, the industry seems to be lowing and pounding on the iron

Cruiser fa ls Today.

of the men of the cruiser were allowed the wheel and two together at the ashore last night, and most of them lookout. The men on deck always a relaxation after a heavy day's work dared to be alone for a minute at night cut and sent down to him. Nothing of taking coal into the vessel's bunk- time. The noises kept up, and we all

ers. The Cormoran is now pretty deep feared some disaster was coming. water except the rising bubbles, and in the water as she took in all her bunkers would hold, and has about with another sailor. A bit of a squall

The Largest Anchor.

What is said to be the largest and heaviest anchor ever made was recently forged at the Charlestown, Mass., navy yard. It weighs over eight tons, and cost nearly \$2,000. It is 15 feet long over all and 9 feet 6 inches over the points. The palms are 32 inches wide. The cable for this anchor is unique also, as regards weight, each link weighing 60 pounds; 360 fathoms (2,160 feet) of it are to be supplied.

Slow Trip From Newcastle

arrived from Newcastle yesterday and thought our voyage was about to morning after having made a slow passage of seventy-five days from the Australian port. Contrary winds caus- out, you devils; come out of there. ed the delay. The vessel has a cargo When we heard the voice we knew it of 1,780 tons of coal.

Talula for Pearl Harbor Work.

The little steamer Talula has been leased by Cotton Brothers and is now we started to find out about the ghost. undergoing repairs preparatory to being sent down to the Pearl Harbor bar, down each night, through a small spected and repaired by the diver, his where she will be used in the dredging hatchway under the cabin, into the

The "Handsome" Boy Resigns.

Night Inspector Cyrus, known in the customs as the handsomest man connected with Uncle Sam's service here, has resigned his position and taken the job of purser on the gasoline

NO OPIUM IN CHAMBERLAIN'S have all been timbered and men are and the relief afforded is only tempora- ashore to wed the Queen. You'll all now at work laying the asphalt which ry. As soon as the effect of the opium have a good time after the wedding. A big gang of laborers has been enweakened and rendered more susceptiweakened and rendered more susceptiweakened and rendered more susceptigaged during the past few days in lay-ble to cold. Chamberlain's Cough Reme-ing a railway from the wharves to the dy does not contain opium in any form. Alexandria and he was sent back home houses. An engine and ears is to be Co., Ltd., wholesale agents, solls it. ing 'laid' in a haunted ship."

HAUNTED SHIP

With Fear in Doing Their Work.

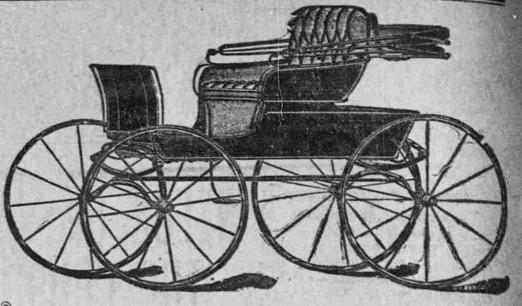
When one can find Captain Hodson, an old "sea dog" who is in the Honolulu customs service, off duty he can usually expect to hear a good story of the Captain's experience at sea during his younger days. Hodson tells a ghost story, or rather a story of an alleged ghost, that was responsible for

"Thirty-five years ago," says Hodhouse in London waiting for a ship. I finally got a bunk on the British ship bers of elderly Hawaiians can be seen Gladstone. When I told my friends rate, I took the job. It was a fine vessel, and was bound down the Medstreet they eagerly pounce upon them iterranean to Alexendria, Egypt. A bags. Sack after sack is thus filled every little while at night in the 'tween We investigated but 66 beams below. found nothing. These noises kept up every night until the whole crew got The German cruiser Cormoran will scared to death. One night everyone probably sail sometime today for the ran on deck, and refused to work un- for. Marshall group of islands. Only a few less two men were allowed together at were holding a song service on deck as walked about in pairs. No one ever

> We captured him and locked him up. "The mate took command, and then We learned that the captain had gone lazarette and then out through into the 'tween decks, where he did the pounding and in his madness had attempted to keep up the reputation of his vessel as a haunted ship.

"Well, we made our voyage all right. We had lots of trouble with the skipper. He imagined that he was to wed Queen Victoria. Once in a while we would allow him freedom. Then he COUGH REMEDY .- Many cough cures would dress up, walk on the poop, and contain opium. The effect of this drug shout: 'Lower away this port boat is to diminish secretion of the mucus, for me, lads. Your skipper is going passes off, the malady returns in a Well, we had to remove the poor man

"One night I was on the lookout came up and the mate came running forrard for heip. He shouted for one of us two to come and help haul in the braces. My mate went, and I was scared at being left alone. A moment later I saw something dressed in white coming alon; the deck towards me. My teeth set tight. I couldn't move and I couldn't shout. I was pretty near scared to a finish. The figure advanced straight towards me. Near the fo'c'sle head it stopped and commenced to pound the deck over where the noise had come from, and where we thought the ghost was. The sail-The British bark Eudora, coal laden, ors saw it also. They were frightened, terminate in something awful. Then the figure commenced to shout: 'Come was our captain. He had gone mad.



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